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of these misdemeanors. He finds that it is not only the pseudo-civilized, coal-black Ethiopian, but more frequently the species to which I alluded in *Science* (No. 416) as "the hybrid," that is developing a marvellous fondness for whiskey, who almost invariably goes armed either with a razor or a "bull-dog" revolver, who are the law-breakers, who are rapidly becoming the skilled burglars, and who are far more dangerous than a savage for a lady to meet alone anywhere after dark.

This "Friend of the Negro," mark you, ascertained still more, much of which is quite in tune with the present writer's remarks in the Washington *Anaostan Magazine* of last February, and several other quarters. He adds, "What makes it more disheartening is that here they are in every respect in the full enjoyment of all their legal rights, and in all particulars are on a perfect equality as citizens with the whites. They have the same privileges in the schools, are taught the same branches, have the same school buildings, and there is the same amount per capita spent for them as for the whites. They are abundantly provided with churches and Sunday-schools [*sic*], and, in addition, have the example [*sic*] of some of the ablest and most cultured of their race residing here in our midst." (!)

Now to this particular "Friend of the Negro" I would briefly suggest a study of a few of the higher and a few of the more lowly races of man since the dawn of history. Make those studies comparative. Next, master some of the more practical laws — and there are few or none that are not so — of biologic evolution. Get a good realizing sense of how long it has taken the white race to arrive at its present stage of civilization, and especially the fact that races of men are often quite as far separated mentally, intellectually, and psychologically, as are other races of vertebrates. Induce, if possible, some friend who is informed in such matters to impart a few wholesome facts in the premises. If I am not radically mistaken in the grade of good sense of our "Friend of the Negro," at the end of six months' time he will awaken to the fact that he has before him for study one of the most advanced races in civilization on the face of the globe, the "so-called white," which race is now the victim of another and a *parasitic* race, the "so-called negro," — vicious, low, and barbarous, with a race history, so far as it can be traced, (!) that will not bear investigation. It is not so very long ago since some of them were human flesh-eaters. As an evolutionist, as a zoölogist, and as perhaps other things, I can inform the *Star's* contributor that it is quite a useless experiment to place a turkey-vulture in a cage of sky-larks and expect him to sing next morning. Moreover, it is just possible that the experiment may prove a dangerous one for the larks.

DR. R. W. SHUFELDT.

Takoma, D.C., Aug. 10.

BOOK-REVIEWS.

Achievements in Engineering during the Last Half-Century. By L. F. VERNON-HARCOURT. New York, Scribner. 311 p. 8°. \$1.75.

THE author of this work has already made himself known as a writer on engineering topics by his previous books on "Rivers and Canals" and "Harbours and Docks." In this book he describes briefly some of the principal engineering works carried out within the last fifty years, avoiding technical phraseology as far as possible. This will, of course, add to the attractions of the book for the general reader, for whom it is mainly intended; but the attention given to details, and the comparisons made between similar works carried out under different circumstances, give the book a special value for engineers.

There has been no lack of material for the book. In fact, one of the chief difficulties in the preparation of a work of this kind, when undertaken with due regard to "perspective," is the judicious selection of subjects. In this respect, we think, the author has made no mistake. Beginning with railways, he treats first of the London underground and the New York elevated roads; then of those crossing the Alps, the Andes, and the Rocky Mountains; after which a chapter is devoted to narrow-gauge, Fell, Abt, and the Rigi and Pilatus railways.

Two chapters are given to tunnels, one being devoted mainly to

those piercing the Alps, the other treating of river tunnels, such as the Detroit, Hudson, Mersey, Severn, and Sarnia, and the Thames subways. After a chapter on the progress and principles of modern bridge construction, he gives some details concerning the Hawkesbury, St. Louis, Garabit, Hooghly, Brooklyn, Forth, and Tower bridges, with some remarks on the possibility of a bridge across the English Channel. A brief chapter on submarine mining and blasting relates principally to the operations at Hell Gate in the East River.

The engineering works involved in the improvement of the chief sea-ports of the world and of some of the great river channels are very fully described; and ship-canal are by no means neglected, two chapters being given to the Amsterdam, Manchester, and Suez canals, as well as to the work thus far done on the Panama, Corinth, and Nicaragua canals. The latter, by the way, he locates on the Isthmus of Panama, under which name he seems to include all the territory extending from the mainland of South America as far north as the United States.

In the last two chapters of the book the author writes of the Manchester water-works, the Vyrnwy dam and lake, the Eddystone lighthouse, and the Eiffel tower. The book is handsomely illustrated, full-page views being given of many of the subjects treated of, and an excellent portrait of Robert Stephenson making an appropriate frontispiece.

As a whole, the book is one to be commended, though there are points in which it might be improved, as viewed from an American standpoint; and there are occasional evidences of hurried work, as, for instance, the following sentence, which, though conveying much information in small space, would hardly pass muster as a sample of good style: "The elevated railways are owned by two separate companies, and worked by a third company, to whom the lines are leased for 199 years, by means of locomotives, with coupled driving-wheels $3\frac{1}{2}$ feet in diameter, and bogie wheels 2 feet in diameter" (p. 20).

AMONG THE PUBLISHERS.

THE Humboldt Publishing Company have just ready "Mental Suggestion," by Dr. J. Ochorowicz, sometime professor extraordinary of psychology and nature-philosophy in the University of Lemberg. The preface is the work of Charles Richet.

— Longmans, Green, & Co. have just ready "Cookery for the Diabetic," by W. H. and Mrs. Poole, with a preface by Dr. Pavy; and "With Sack and Stock in Alaska," by George Broke, which will interest all who enjoy records of travel in out-of-the-way lands.

— Charles Collins has just published a fourth revised edition, by Professor Sheldon, of Olmsted's "Natural Philosophy;" also Sheldon's "Electricity," being chapters on electricity prepared for and included in the preceding book, but published separately for the use of students in college.

— Macmillan & Co. call attention to the new work of Louis Dyer, late assistant professor in Harvard University, entitled "Studies of the Gods in Greece." Professor Dyer explains the development of the cults of Demeter, of Dionysius, of Æsculapius, of Aphrodite, and of Apollo. The gods are treated with the reverence that is due to them, and the fact is emphasized that there is much in Christianity that is of Greek rather than Jewish quality.

— D. C. Heath & Co., Boston, have just published a "Manual of Plane Geometry," on the Heuristic plan, with numerous extra exercises, both theorems and problems, for advanced work, by G. Irving Hopkins, instructor of mathematics and physics, Manchester High School, N.H., with an introduction by Professor Safford of Williams College. The book is designed primarily for the author's pupils, and secondarily for the constantly increasing number of teachers who are getting more and more dissatisfied with the old methods of teaching geometry.

— G. P. Putnam's Sons have just ready the third part of the "Talleyrand Memoirs." This instalment continues the report of the Congress of Vienna in 1815, the Second Restoration, and the Revolution of 1830. It contains three portraits of Talleyrand, one